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OPERATION

25X1A



2-8 OCTOBER 1959

*Cy #2 Destroyed
by [redacted]
12 July 82*

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TS # 160486

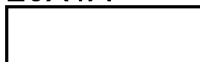
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OPERATION

25X1A



2-8 OCTOBER 1959

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I N D E X

OPERATION

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I - GENERAL SUMMARY

I

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OPERATION [] 2 - 8 OCTOBER 1959

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1. [] MISSION OBJECTIVES: The requirements for [] were outlined in Headquarters Operations Order 11-59 and encompassed two objectives:

a. Exercise the "fast move" concept (See Detachment 10-10 Operations Plan 42-59, 1 April 1959)

b. Obtain weather data to further substantiate MEU weather story.

2. STAGING:

a. Preparation: The mobility gear as outlined in Operations Plan 42-59 was used on this operation.

b. Pre-deployment: The support aircraft, a C-130, arrived 4 October 1959. The C-130 landed, was loaded, refueled, cleared and airborne in two hours.

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c. Movement: A total flying time of 10 hours and 45 minutes was required to place the unit at []

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d. Staging Area: Construction at [] prevented the use of our original hardstand, but [] personnel, with their usual eagerness to help, cleared an area about 300 yards from the control tower and we had most of the infield of the airdrome to ourselves. Setting up for the first mission has become strictly routine. Things went into place without snags within 2 hours and 30 minutes.

e. Post-deployment: The C-130 was loaded and ready for departure within two hours after the U-2 was launched for return for home base.

3. CONCLUSIONS: The "fast move" concept is very workable. The timing factors are valid. Reliability and security are maintained.

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4. RECOMMENDATIONS: Recommend that base facilities set aside at [] be utilized for all missions flown from there.

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II - TIMETABLE

II

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TIMING (ALL TIMES GMT)

SCHEDULED

ACTUAL

ACTION

02/0600	02/0600	C-54 departed	[REDACTED]	
02/0700	02/0700	C-54 arrived	[REDACTED]	25X1A
03/0900	03/0900	C-54 departed	[REDACTED]	
03/1135	03/1135	C-54 arrived	[REDACTED]	25X1A
04/0900	04/1000	C-130 departed	[REDACTED]	25X1A
04/1900	04/2045 *	C-130 arrived	[REDACTED]	25X1A
05/0100	05/0100	U-2 349 departed	[REDACTED]	25X1A
05/0600	05/0630	U-2 349 arrived	[REDACTED]	25X1A
05/1000	05/1015 **	U-2 349 departed	[REDACTED]	(mission)
05/1600	05/1625	U-2 349 arrived	[REDACTED]	
06/1000	06/0900 +	U-2 349 departed	[REDACTED]	(mission)
06/1600	06/1535	U-2 349 arrived	[REDACTED]	
06/2000	06/1740	U-2 349 departed	[REDACTED]	25X1A
07/0100	06/2245	U-2 349 arrived	[REDACTED]	
07/0300	08/0950 ++	C-130 departed	[REDACTED]	25X1A
07/1300	08/1945	C-130 arrived	[REDACTED]	25X1A
				25X1A

* C-130 landed at [] to change crew
 ** U-2 takeoff delayed 15 minutes due to Personal Equipment emergency
 + U-2 took off one hour early []
 ++ C-130 departure delayed, AOC for 24 hours

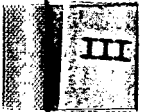
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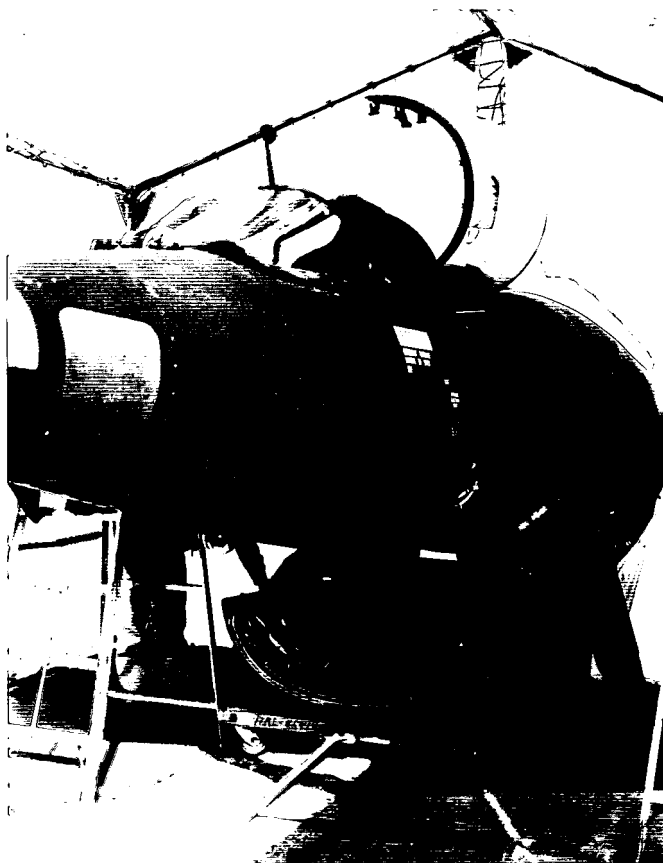
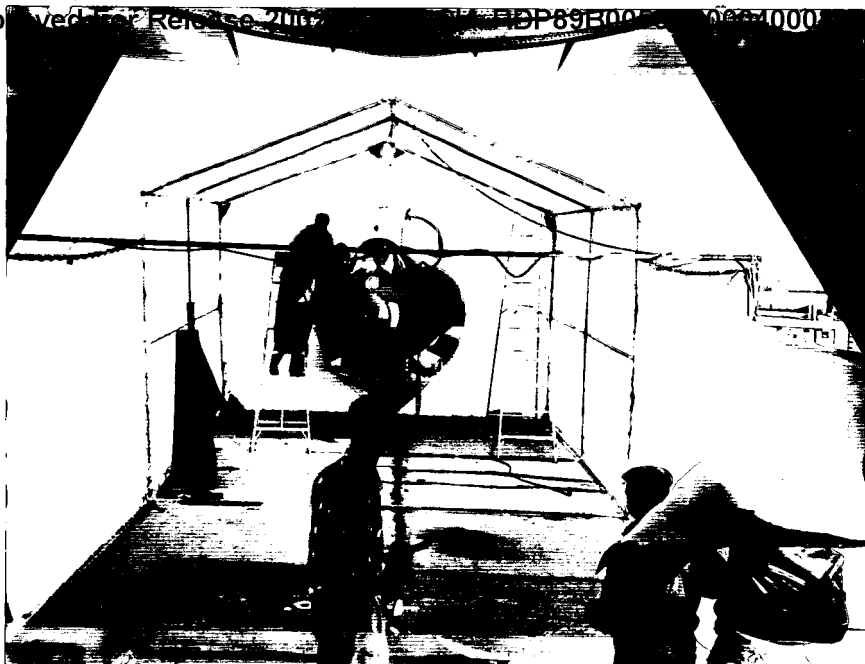
III - PICTORIAL ILLUSTRATIONS



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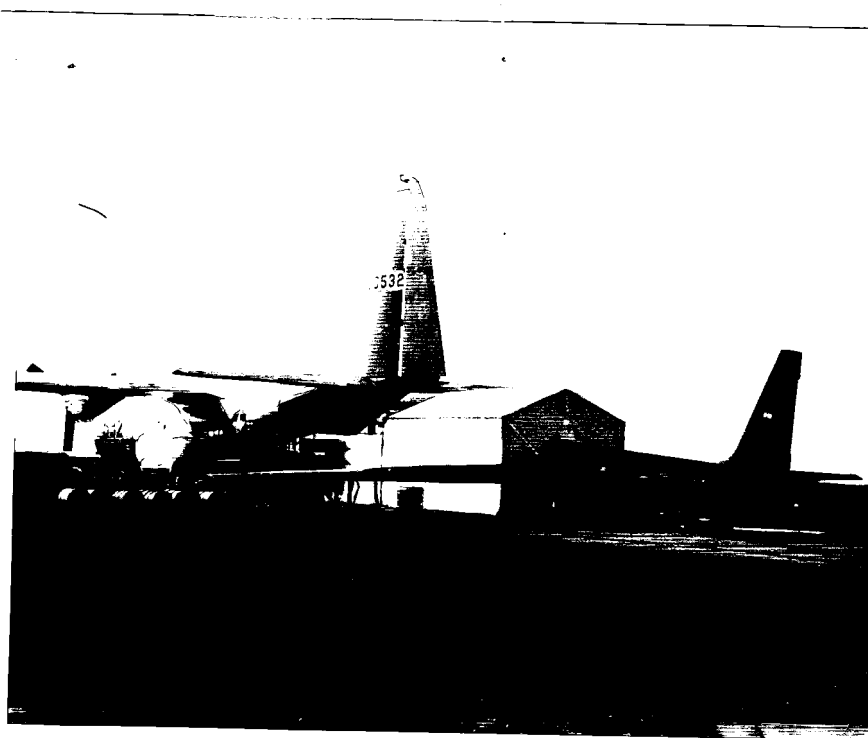
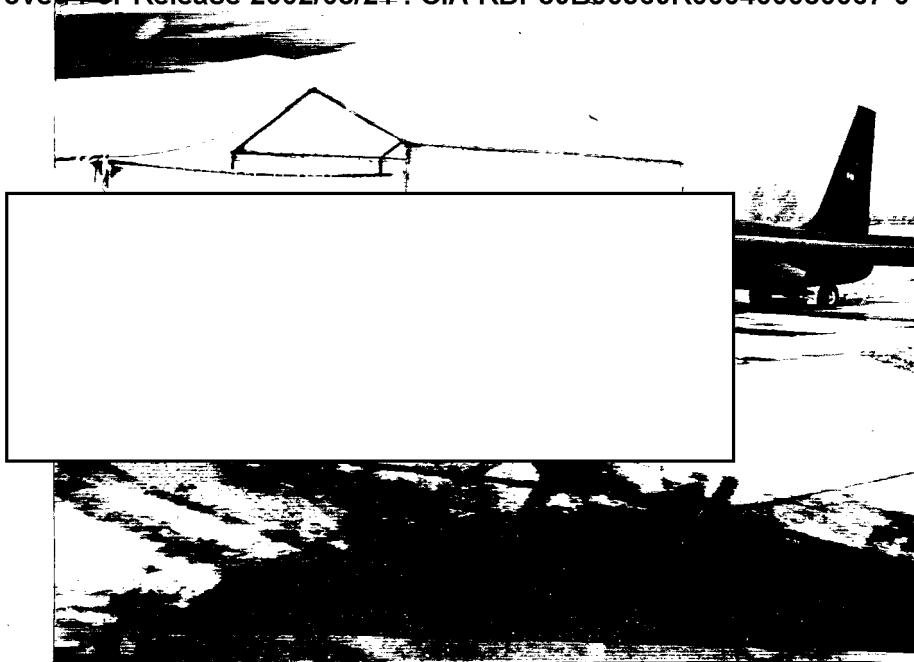
INSIDE PORTABLE HANGAR
PREFLIGHT INSPECTION ON U-2

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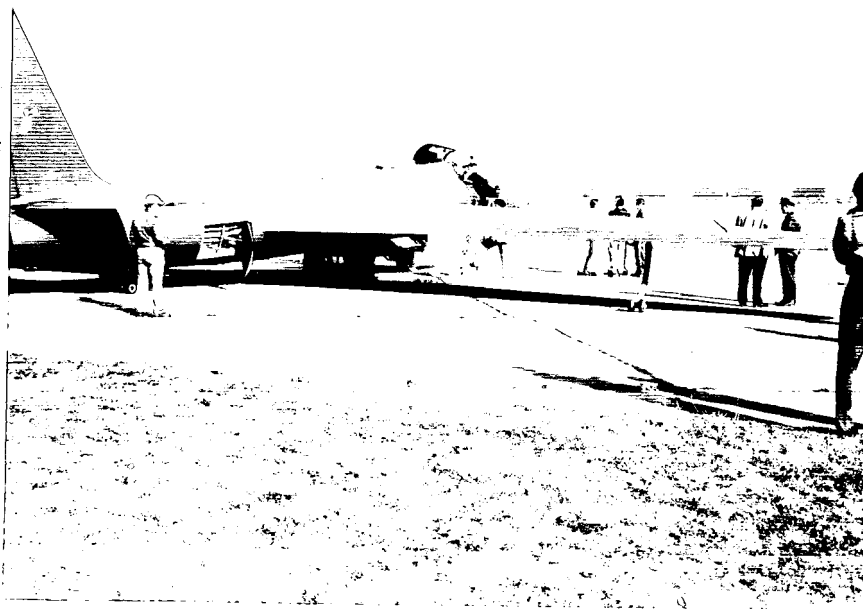
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U-2 IN POSITION BEHIND C-130
PRIOR TO REFUELING

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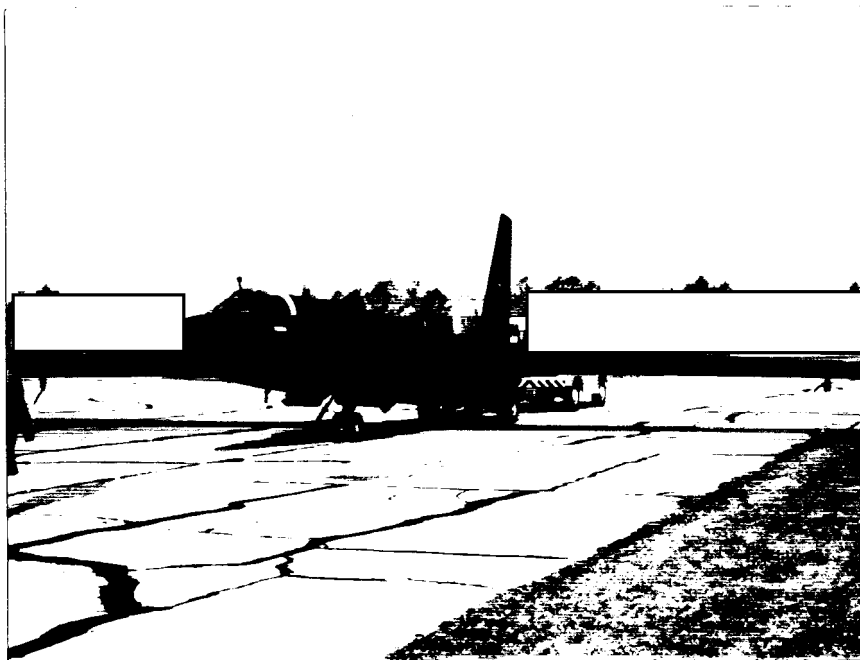
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PILOT LOADING FOLLOWING NORMAL PROCEDURE
THE START-UP POINT, 300 YARDS FROM THE ACTIVE RUNWAY

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ILLEGIB

[REDACTED]
UNIT AND TOOL RACKS UNDER C-130 WING

TOWING U-2 TO START-UP POINT 45 MINUTES PRIOR TO
TAKEOFF

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IV - INDIVIDUAL SECTION COMMENTS

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B-1 - OPERATIONS:

1. COMMENTS:

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a. 4 October 1959: At 0740Z the C-130 support aircraft landed at

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[] The C-130 was refueled and the staging gear loaded by 0845Z. A refueling stop was made at [] and another stop was made at [] to pick up crew augmentation for the C-130. Arrival at [] was finally made at 2045Z. Upon landing, personnel cleared customs and then assisted in unloading and assembling the staging gear at the support aircraft. Following the unloading operations personnel established liaison with air traffic control. [] was very cooperative, as they always have been. Due to transmission difficulties the [] came in garbled at [] Weather was looming as a problem to mission BF 59-11 and with the concurrence of headquarters [] operations dispatched a message to the communications center at 2310Z to delay the departure of BF 59-11. Equipment malfunctions in the communications center delayed the message until BF 59-11 had already departed. At this time [] prepared for a possible diversion. We got a break from the weather and mission BF 59-11 was successfully concluded at 05/0630Z.

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b. 5 October 1959: Mission 314 proceeded on schedule up until the last pressure test made by Personnel Equipment. At that time a face-plate seal ruptured. Personal Equipment made an excellent recovery through the use of an A-13 oxygen mask. [] was equipped with a replacement helmet and mission 314 was launched at 1015Z. The mission was successfully concluded at 1625Z.

B-1

c. 6 October 1959: Due to [] conflicting with that of mission 315 we launched 315 at 0900Z. Mission 315 landed at 1535Z. We were shooting for a 1730Z launch for mission BF 59-12, but this takeoff was delayed for ten minutes due to non-receipt of weather information that had been requested. Mission BF 59-12 landed at [] 2245Z.

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d. 7 October 1959: The staging party had intended to depart [] at 0900Z but was delayed 24 hours as a result of a fire warning system malfunction in the C-130.

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e. 8 October 1959: The staging party departed [] at 0950Z after a one hour and fifty minute delay due to local weather phenomenon (fog). A refueling stop was made [] and the final leg of Operation [] was completed at 1950Z.

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2. CONCLUSIONS: Operation [] confirms that the "fast move" concept is both a workable and flexible method of operation.

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3. RECOMMENDATIONS:

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OPERATIONS (Continued)

a. To prevent snags caused by communications difficulties the staging should have canned routes when they depart []

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b. The [] (approval) should be sent to the staging base only. The staging commander should make the final GO-NO-GO decision based on the latest information. The staging commander then should send the GO-NO-GO to the launch base, info copy to headquarters. Using this procedure it assures that the communication chain is active and that the imponderables are covered.

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c. The support C-130 should be under operational control of [] commander while at [] and the staging commander while enroute and throughout the operation at []

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d. [] be given a copy of the Operations Order to prevent flaps caused by misunderstanding the goal of the exercise. For Example; message [] 2421 (IN 12291).

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DETACHMENT REPORT

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1. MOVEMENT: The [] people concerned traveled to [] with the advance commo party in the C-54 leaving [] on the 2nd of October. After a night stop at [] the C-54 arrived at [] at 1235 local on the 3rd of October having landed at [] to clear customs. Customs clearance took nearly an hour. The customs officer concerned had no prior warning of our arrival and the make-up of the party. This caused delays in obtaining customs clearances.

2. ARRIVAL:

a. On arrival at [] the commo equipment was installed in the assigned room in the hangar. The arrangements in the hangar were vastly improved since the last detachment, all rooms had additional electric heating installed and the commo room was now secure.

b. The main party arrived on the evening of Sunday the 4th of October by C-130. Local customs arrangements had been made and these were quickly completed.

c. Due to construction work in progress on the perimeter track, the aircraft dispersal used on [] was not available. The C-130 was positioned to receive the U-2 on a hardstanding approximately 100 yards from ATC and about 300 yards from number two hangar. While the position was sufficiently isolated to deter visitors, the proximity to ATC and the hangar was found useful for communications purposes.

3. ACCOMODATION AND MESSING: All detachment personnel were housed in either officers or sergeants mess. Most of the detachment using the officers mess were housed in the prefabricated annexes, the main building was full with other visitors. The accomodation was good, but no central heating was available due to work in progress on the boiler system. The hot water supply for washing was also easily exhausted. The mess staff were again most helpful in catering to our needs.

4. OPERATIONS:

a. The operation went as planned with only slight variations from the timing in the Operations Order. The arrival of the U-2 on the 5th at 0630 hours (after the attempt to delay its departure) was without incident due to a fortuitous improvement in the local weather.

b. The first weather mission 314 was delayed 15 minutes due to a leak in the helmet bladder which necessitated a change in helmets.

c. The second weather mission 315 was brought forward one hour to avoid interference with a local air exercise. Both missions were without incident and the equipment worked well, particularly the RADAN, which apparently will work over various sea states.

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DETACHMENT REPORT (Continued)

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d. On both flights, a certain amount of explanation was needed over the R/T to [] Control to get a descent into [] Apparently a word preface to our number call sign would help in identifying us with [] and not all controllers are aware of our needs.

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e. The ATC staff at [] were again most helpful and cooperative. It must be appreciated, however, that they are not staffed for 24-hour operations and once they have been stood down, it is difficult to assemble all of their crews at short notice in the early hours of the morning.

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5. RECOMMENDATIONS:

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a. The customs at [] be given notice of the arrival of the advance party, with some explanation of what to expect.

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b. On all weather missions out of [] a word prefixed call sign be used.

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B-3 - WEATHER

1. COMMENTS: Weather package number two performed the best of all previous operation. RADAN especially functioned above expectation. Malfunction of data reference and time channel occurred during BF 59-11. Problem was isolated and corrected as soon as possible after mission 314. No further difficulties encountered.
2. RECOMMENDATIONS: In future weather staging recommend ground battery cart (rectifier type) be used for ground power. The MA-1 impedes proper calibration of humidity and temperature elements of weather package.

B-3

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B-4 - PERSONAL EQUIPMENT

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1. COMMENTS:

a. Arrived at [] 4 October aboard C-130 aircraft. Unloading of aircraft was accomplished very quickly and preparations made to accomplish first launch from the C-130. The Personal Equipment section was set up in the forward hold. This was done with a minimum of time and effort, however, some difficulty was encountered from lack of proper lighting.

b. Pre-breathing for the first mission was accomplished without indication of equipment malfunction. After suiting up pilot he was placed on test stand for final check. With mission faceplate in place and pressure "on" a leak was indicated. Upon inspection the leak was found to be a very small hairline perforation in the faceplate seal along the chin line. (Believed to have been caused by faceplate pinch.) A rapid change to a substitute helmet was affected by using an A-13 type oxygen mask. The procedure used to do this was as follows: With regular faceplate still in place, have pilot hold his breath, remove faceplate and he will remove the helmet from his head. Have the oxygen mask ready and when helmet is clear place mask, which is set at a 30M pressure firmly against his face. When he has breathed for several seconds have him again hold his breath and the substitute helmet is quickly donned. Snap regular faceplate in position as soon as helmet is completely on. Neck seal adjustment can then be made. The checkout was completed without further incident. This procedure worked very well and posed no extreme problem for anyone concerned.

c. The gauge on one walk-around bottle malfunctioned causing the bottle to run out with an indication of 300 pounds on the gauge.

d. The launch was accomplished without further difficulty fifteen minutes after scheduled takeoff time.

e. For the second mission personal equipment was moved into a permanent type building. The accommodations here were good with adequate room and lighting.

f. The second launch was accomplished without incident and on schedule.

g. The compartmented Personal Equipment box on casters works extremely well. Being so designed that all equipment has a place and when opened and in proper position everything is readily accessible.

2. RECOMMENDATIONS:

a. That an A-13 type oxygen mask be included in Personal Equipment staging box.

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PERSONAL EQUIPMENT (Continued)

- b. That two portable spotlights be carried by Personal Equipment on all stagings.
- c. That a 28-volt aircraft battery be carried for use with test stand.
- d. Walk-around bottles will be changed each fifteen minutes regardless of gauge reading.

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C - MAINTENANCE

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COMMENTS: The operation was considered a success by the maintenance section. The amount of personnel utilized for the operation was sufficient. The spare parts brought along were adequate. The times used for between flight maintenance were realistic. The cooperation between sections was excellent.

C

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D - SPECIAL EQUIPMENT

1. GENERAL: Special Equipment was alerted for two tracker missions. Equipment loaded aboard C-130 per Operations Order 42-59, modified to eliminate "B" equipment and supplies. No problems encountered.

2. EQUIPMENT:

a. Power cart with 28 VDC and 15 VAC	290 lbs	18 cube
b. Spare tracker in shipping case	100 lbs	8 cube
c. Supply cart with support equipment	115 lbs	4 cube
d. Hatch dolly	140 lbs	44 cube

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3. UNLOADING [] The C-130 was unloaded with no problems. The Special Equipment section assisted in erection of tent and placement of material.

4. OPERATIONS:

a. Tracker loading was accomplished in the C-130 for the first mission and in the hangar for the second mission. Power to operate the power cart was obtained from the 115 VAC ONAN generator. No problems encountered.

b. Mission 314. Tracker SN 12 in operation and loaded in article 349 on schedule. 100% operation for 650 feet.

c. Mission 315. Tracker SN 7 in operation and loaded in article 349 on schedule. 100% operation for 635 feet.

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5. CONCLUSION AND RECOMMENDATIONS: Recommendations from Operation [] were utilized on this mission. No problems were encountered. No further comments or recommendations.

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E - COMMUNICATIONS

1. PERSONNEL:

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a. The Communications Team consisted of [] cryptographers (CT/C's) and [] wire equipment technician (WE/T).

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b. The senior CT/C was designated as the Communications Team Leader for this operation. The WE/T, in addition to installing the Signal Center equipment, was responsible for checking out the air/ground communications equipment and such assistance as possible with [] equipment installed in aircraft 349.

2. SIGNAL CENTER INSTALLATION:

a. A permanent signal center installation was made.

b. The equipment installed includes the following:

(1) Two TG-26A field teletypewriter sets used as terminal equipment.

(2) Two M-19 teletypewriter sets and associated cryptographic equipment.

(3) Ancillary equipment.

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3. STAFF COMMUNICATIONS:

a. Communications between [] and the relay station were established via landlines provided by the GPO.

b. Traffic to headquarters was transmitted via direct patch circuits. Traffic to lateral stations were transmitted by the tape relay method.

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4. []

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a. System III-A was installed in article 349 at [] and flown to [] with its main power switch turned off.

b. A spare recorder was installed in the cockpit of 349. This was done in case headquarters requested a system III capability on mission 315 as well as on mission 314.

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c. The systems main power switch was turned on by the WE/T at [] prior to launching of mission 314.

d. Upon completion of mission 314, the system III recorder was removed and the spare recorder installed for mission 315.

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COMMUNICATIONS (Continued)

e. With the completion of mission 315, the systems main power switch was turned off and the system deadheaded back to

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5. AIR/GROUND COMMUNICATIONS:

a. Spare equipment consisted of two ARC-34 sets and one ARN-6 set with spare control head.

b. The ARC-34 and ARN-6 equipment was checked out prior to each flight by the WE/T.

6. RECOMMENDATIONS:

a. The Communications Team, on this type of staging, should consist of one additional team member. This will permit the team leader to effect closer coordination of communications activities and maintain closer liaison with the operations section.

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b. The flying of more than one mission during a forward staging is a move away from the fast move concept. Under the fast move concept, the maintenance of systems at the forward staging are has never been considered.

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F - SECURITY

1. GENERAL COMMENTS:

a. [] Security personnel participated in the [] staging.

b. On 3 October at 0955 hours, [] departed [] via C-54 number 72627 as courier with the advance party arriving at [] at 1330 hours on the same date.

c. Upon arrival of the advance party the hangar was inspected and necessary arrangements made for the arrival of the main party.

d. On 4 October the main party departed [] Security personnel included were []

e. Upon arrival [] the support aircraft was unloaded and the portable hangar was erected.

f. On 5 October the primary vehicle arrived. It was preflighted and launched on the first mission, using the C-130 and portable hangar. Retrieve was made without incident. The portable hangar was dismantled and the entire operation moved into the permanent hangar.

g. On 6 October the second mission was launched and retrieved without incident. On this same date the primary vehicle was launched for return to []

h. On 7 October the support aircraft was AOCPP and departure of the staging party was not until 8 October. Arrival was made at [] on the same date.

2. CONCLUSIONS:

a. Security was adequate in all respects. Both advance and main parties were given a security briefing prior to departure from [] One or more security personnel accompanied each support aircraft and acted as official courier.

b. One or more security personnel accompanied the primary vehicle while being launched or retrieved. While the vehicle was on the ground it was under constant observation by security personnel.

c. The exterior of the permanent hangar was patrolled by [] [] (with sentry dog at night) and interior guard was by detachment security personnel.

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SECURITY (Continued)

d. There were no security or personnel incidents.

3. RECOMMENDATIONS: It is recommended that the Senior Security Agent on stagings maintain control of the cargo and passenger manifests. Also, that not less than six copies of each manifest be made. That a portable typewriter and blank manifest forms be carried on future stagings.

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G - MEDICAL

1. GENERAL:

a. MEDICAL FACILITIES: At this staging base these are adequate to meet any medical emergency. They are backed by two hospitals within thirty miles. No health problems were encountered during this short stay. Number of persons receiving medical care: four.

b. HYGIENE AND SANITATION: Good. The newly decorated rooms adjacent to our hangar are excellent. Unfortunately the heating in the middle room was inoperative.

c. MESSING: Again the staff of the Officers Mess were very cooperative in providing our meals at unusual hours. Food and beverages brought to the C-130 prior to the launching of 5 October was appreciated by the ground crew who had had no time for breakfast.

d. SLEEPING ACCOMODATION: Nearly all the staging party were installed in the "Seco" type hut accomodation. This accomodation was satisfactory as the weather remained clement. The hot water system in the smaller of the annexes was inadequate to provide either pilot with enough hot water for his post-flight bath or shower, which are taken in the late afternoon.

e. PREBREATHING: Prior to the launching of the first mission on 5 October the pilot prebreathed in the forward part of the C-130 cargo hold, lying on a cot between sheets and blankets. This arrangement is satisfactory in a temperate climate from April through October. When the suit and helmet were inflated by press-to-test a leak was found in the faceplate seal of the helmet bladder. It was found to be a hairline nick in the bladder. A change of helmet bladder could be affected as there was available on the C-130 some A-13 oxygen masks. One of these masks was used so that the level of denitrogenation was not lost. The presence of the oxygen mask coupled with the recent information received from Headquarters on denitrogenation rates gives assurance that helmet changes can be readily accomplished without hazard to the mission.

f. ATTENDANCE OF MEDICAL OFFICERS AT LANDINGS AND LAUNCHINGS: The Senior Medical Officer at the staging base was in attendance for the landing of the first ferry flight, not having been briefed that the staging party included a doctor.

2. CONCLUSIONS: A few further improvements would iron out these minor snags.

3. RECOMMENDATIONS:

a. That the present setting of the thermostats for heat control in the rooms adjacent to the hangar be raised during cold weather to give

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MEDICAL (Continued)

a room temperature of 70 degrees (Fahrenheit). We are dealing with a near naked man, before dawn on a winter's day prior to a long flight. I consider it essential that he gets into the cockpit warm.

b. That food and beverage warmers be supplied for conveyance of meals and snacks to the ground crew when quick turn-arounds prevent them attending mess meals. (Changing from working clothes to suits consumes time)

c. That improvement in the heating of the large mess annex be considered. A cold air bath at 0400 hours is not conducive to efficiency or manual dexterity.

d. That provision is made to ensure enough hot water for the pilots after these long flights.

e. That in cold conditions the cargo hold of the C-130 is closed, and the hold is heated before the pilot prebreathes and prior to and during suiting up. In hot climates, that the hold be cooled.

f. That two A-13 oxygen masks be carried in the personal equipment.

g. That the Senior Medical Officer at the staging base be briefed that the staging party carries a doctor.

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